

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 - MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 - MD 104.01-62

NOTES:
CHANNELIZING DEVICES ARE TYPICALLY SPACED AT 25 FOOT INTERVALS MAXIMUM IN THE IMMEDIATE AREA OF THE ENTRANCE POINT IN ORDER TO CLEARLY DEFINE THE TEMPORARY ENTRANCE

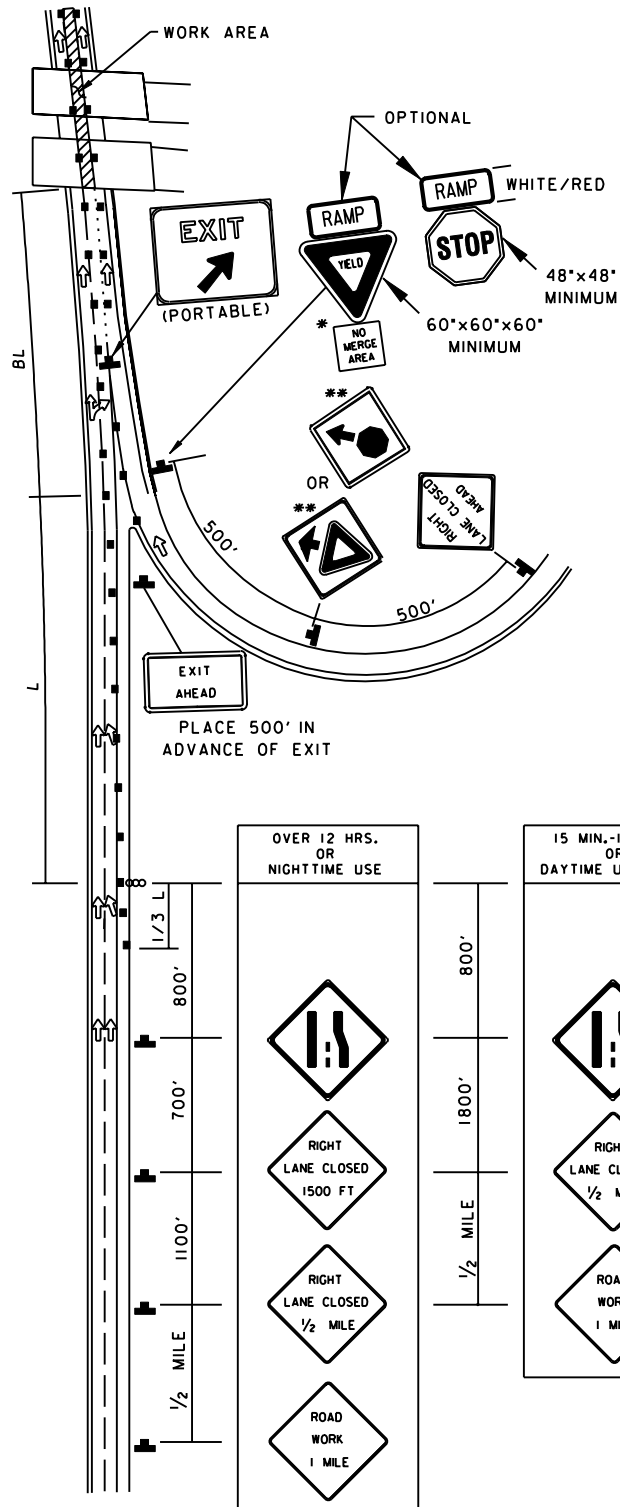
* THE YIELD, YIELD AHEAD AND NO MERGE AREA SIGNS SHALL BE INSTALLED AS DETERMINED BY MD 104.01-31.

THE YIELD SIGN(S), WITH THE APPROVAL OF THE ADE-T, SHALL BE REPLACED WITH STOP SIGN(S) ON THE RIGHT SIDE (BOTH SIDES) OF THE APPROACH, IF NO ACCELERATION LANE EXISTS FOR TEMPORARY ENTRANCE. ALSO, A TEMPORARY STOP LINE SHALL BE PLACED ACROSS THE RAMP AT THE DESIRED STOP LOCATION AS DETERMINED BY THE ENGINEER

** WORD MESSAGES MAY BE USED AS ALTERNATIVES TO THE ADVANCE TRAFFIC CONTROL SYMBOL SIGNS

KEY:

- ■ CHANNELIZING DEVICES
- SIGN SUPPORT
- FACE OF SIGN
- ↑ DIRECTION OF TRAFFIC
- ▨ WORK SITE
- ARROW PANEL



SPECIFICATION 104	CATEGORY CODE ITEMS
APPROVED	DIRECTOR - OFFICE OF TRAFFIC AND SAFETY
APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
APPROVAL 8-20-03	APPROVAL 9-23-03
REVISED	REVISED
REVISED	REVISED
REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
RIGHT LANE CLOSURE /EXP-FREEWAY
AT EXIT AND ENTRANCE RAMP
GREATER THAN 40 MPH

STANDARD NO.

MD 104.05-14